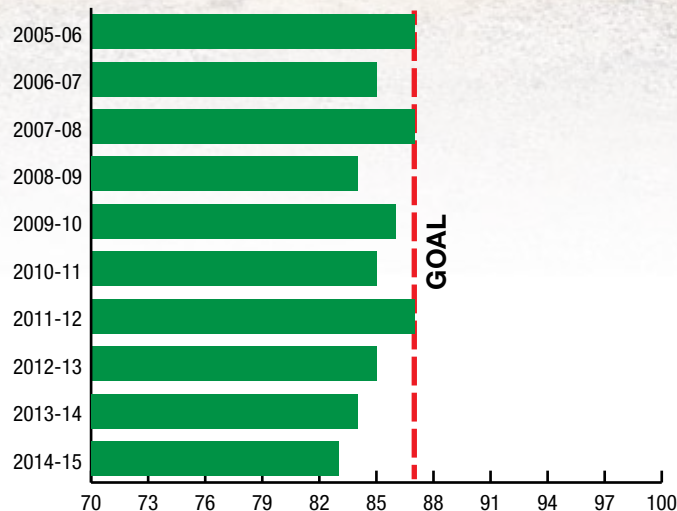


New Guardrail Inspection Rules Bring Down Maintenance Scores

Overall Level of Service



Caltrans maintenance crews put down 33,000 miles of lane striping, eliminated enough graffiti to cover 127 football fields and replaced or repaired 67 miles of guardrail in fiscal year 2014-15. That made California's highways safer and cleaner, but it did not reach the overall service goal Caltrans set for itself.

Caltrans annually assigns performance scores to almost three dozen categories of maintenance activity. Those scores, from 0 as worst to 100 as best, are combined in a weighted average to establish a maintenance level of service (LOS) for its Statewide Report Executive Summary. Only three of these categories – striping, guardrail and litter – have been designated *Mile Marker* performance measures by the Caltrans Strategic Management Plan and receive a higher level of scrutiny in this publication.

Overall, Caltrans gave itself a score of 83 in fiscal year 2014-15, short of its goal of 87, which it last met in 2011-12.

To determine these scores, Caltrans divides California's approximately 15,000 highway centerline miles into one-mile segments and randomly selects 20 percent, which is about 3,000 miles for evaluation. These segments are seen as statistically viable snapshots of the overall health of the state's roadways. Scores that are within five points from the previous year are considered stable. The level of service scores for striping and litter, for example, would fall into the stable category in 2014-15 (see charts).

However, a change in how guardrails were scored in 2014-15 resulted in a dramatic drop to 64 – that's 27 points below its score the year before. It's important to note that the lower score is due to a change in six new inspection points for guardrail end treatments and not necessarily due to any change in the condition of the guardrails themselves.

Guardrails evaluation had previously been scored, for the most part, on whether guardrails required replacement after they had been hit by a vehicle and, in more rare instances, when posts were not aligned properly or had deteriorated over time. With the new inspection guidelines, personnel are now also grading anchor cables, bolts, washers and bearing plates. In response to this expanded task, Caltrans has assigned additional crews to the work.



In fiscal year 2014-2015, the department spent \$12.1 million repairing and replacing 67 miles of guardrail, compared to \$10.2 million to repair and replace 58 miles of guardrail in 2014.

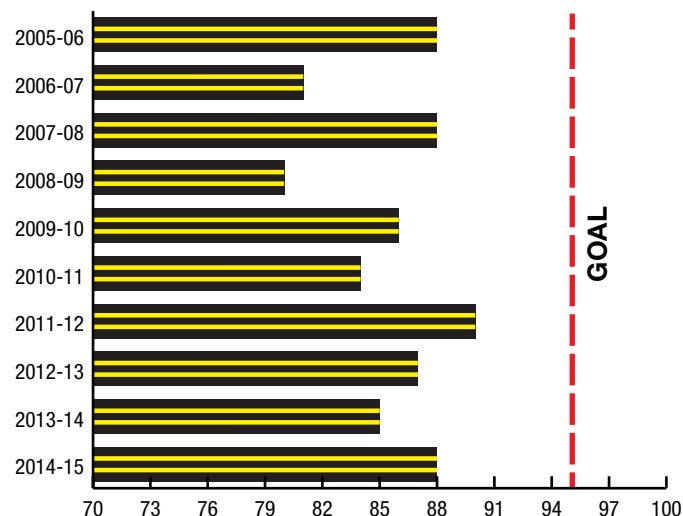
In fiscal year 2014-15, Caltrans spent about \$9.7 million on restriping for 33,000 miles. Although its statewide score for striping was 88 – 3 points higher than the year before – Caltrans did not meet its goal of 95. Scores in this category have ranged from 80 to 90 since 2005.

Level of service has been particularly good for litter and debris in the past decade, with scores ranging from 72 to 85 and meeting its goal of 80 in each of the past seven years, including fiscal year 2014-15, with a score of 84.

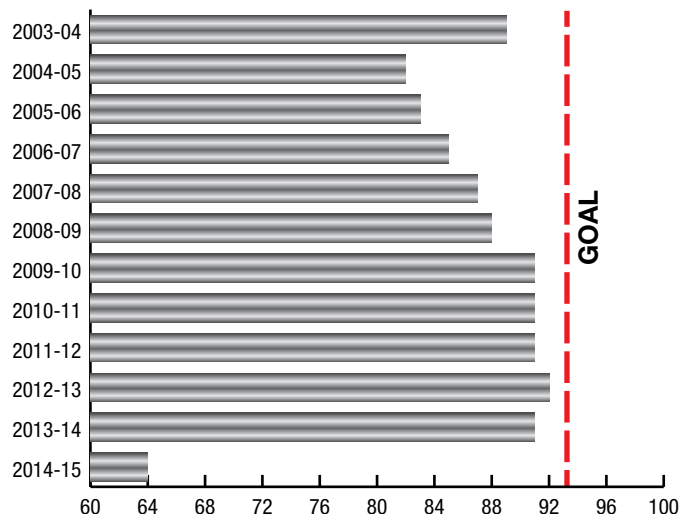
According to the report, Caltrans crews spent \$39.1 million removing litter and debris, as well as performing sweeping activities. In total, including non-state employees, Caltrans spent more than \$76 million on this task. That is \$4.6 million less than what was spent in the prior year. Adopt-A-Highway program volunteers' collection efforts were valued at an additional \$20 million. Combined, crews collected more than 13,000 cubic yards. Crews also removed 7.3 million square feet of graffiti, compared to 8.7 million square feet in the prior year.

Source: Division of Maintenance

Striping Level of Service



Guardrail Level of Service



Litter/Debris Level of Service

